Men Who Rioted on Monday Now Cheer the Promoter's Name-Money Advanced by Canadian Banks on Government Guarantee-Clergue Hopes to Pay Speyer.

TORONTO, Oct. 1.-F. H. Clergue made an arrangement this afternoon with Attorney-General Gibson of the Ontario Government whereby the wages due to the workmen of the Consolidated Lake Superior Company at the Soo will be paid next Saturday. The sum due, \$250,000 to \$300,000, will be paid by the Traders' Bank and other Canadian banks at the Soo.

The Ontario Government guarantees the banks against loss by giving them a preferred claim on the timber and mineral grants made to the Consolidated company by the Government.

Clergue is also making strenuous efforts to raise money in Canada to pay off the Speyer loan. He believes he has a plan by which this can be done, but refuses to divulge it at present. He is to talk with Sir Wilfrid Laurier and then depart for the Soo. He said the big works at the Soo would soon reopen.

There is an impression that some plan is afoot involving Federal legislation to insure placing the industries on a sound paying

SAULTE STE MARIE, Mich, Oct. 1 .- Arrangements were made to-day to transfer possession of the Michigan Lake Superior Power Company, on the American side of Power Company, on the American side of the river, to James Bicknell, representative of the receiver. Mr. Bicknell returned to-day with the legal papers giving him unquestionable authority to take over the canal and the big power house. Possession will be given over to-morrow noon. In speaking of this move one of the of-

ficials of the company expressed the opinion that all the subsidiary companies would soon fall into the hands of independent soon fall into the hands of independent corporations, the street railway companies going to some of the syndicates, the pulp mill to the Paper Trust or some other corporation and the mines and steel plant to, perhaps, the Steel Trust. This does not affect the street car lines at present, for they are not included in the blanket mortgage held by Speyer & Co.

The men on the street car lines were paid to-day for one month and pay for the other month will be forthcoming soon. The announcement that the wages of the other men will be paid on Saturday came in a telegram from C. H. Smith, Liberal candidate for the Legislature from the Soo riding, to-day and was immediately posted all over the Canadian Soo.

The men were nearly frantic with joy and the scenes which the first of the week made the town a dangerous place to live

and the scenes which the hist of the week made the town a dangerous place to live in gave place to such as might be expected on a holiday. Men cheered and yelled and cried, when a telegram received from Clergue was published, saying:

Have made arrangements for paying of wages Begin Saturday Will leave for the Soo to-night. The men cheered loudly for Clergue and

began planning to receive him.

The militiamen have all been sent home, and it is probable that the regulars will not be needed much longer.

MAREAN OVERRULES THE LAW. Orders Prisoners to Court on Habeas Corpus

With Fees Unpaid. Supreme Court Justice Marean in Brook lyn yesterday denied a writ of habeas corpus sued out by Biaggio Giordo and Annunziao Langria to be released from jail. They were arrested two weeks ago charged with blackmailing Antonio Cappiello, a wealthy contractor of 109 Second place for \$1,000 on threats to kill him and his family. When their case was called their counsel said they were not in court because the fees prescribed by the Code had not been paid.

tice Marean held that the Legislature has no right to prescribe fees in the case of a prisoner seeking to secure his liberty by means of the habeas corpus.

"I think a man has a right to such a writ thout the payment of money," said stice Marean. "These men are in conwithout the payment of money, said Justice Marean. "These men are in confinement and the constitution guarantees them the right to be brought before a competent tribunal under the writ on the question as to whether they are lawfully held. The Legislature has no right to authorize one man to hold another in cus ody until he pays a fee. It is wholly meanstitutional."

He directed the Sheriff to produce the men in court at 2 o'clock, which was done. Then after hearing the evidence Justice Marean dismissed the writs and remanded the men to jail.

In explaining the matter of fees counsel said: "The fees prescribed by the Code, amounting to \$6.70, were not paid. The Sheriff is now a salaried officer and is reponsible to the city for all fees allowed by

ENJOINS TEXAS RATE MAKERS. Express Companies Go to Court to Fight

Reduction of Tariffs.

DALLAS, Tex., Oct. 1.-United States Circuit Judge A. P. McCormick late this evening granted a temporary injunction restraining the Texas Railroad Commission from putting into effect its new tariff of reduced charges against the express companies doing business in Texas. It was to become operative next Monday. The order is made returnable before United States District Judge Maxey in Austin in January.
The petition of the express companies says that the reduction of 10 per cent. ordered by the commission would prove scatory and drive them out of busines

WILLIAM VORCE'S BEQUEST. The Interest, \$2,150 Yearly, for Schools in Chautauqua County.

ALBANY, Oct. 1.-State Superintendent of Public Instruction Charles R. Skinner to-day received from Comptroller Miller a check for \$2.150, being the interest on the bequest of William Vorce, late of the town of Westfield, Chautauqua ccunty, the income of which is to be anrually divided by the superintendent among the common and union free schools of Ellery, Chau-tauqua and Westfield, in Chautauqua county, on the same basis as State funds are distributed to these districts.

Mr. Vorce was a wealthy resident of West-field who said, in his will, that having accumulated his property by industry and frugality while a citizen of these towns, he desired to be remembered by his fellow citizens there, and thought that his property would be of more lasting benefit to them and those that come after them if he made ome provision to assist in the education of heir children.

Under the statute the State Comptroller is trustee of the fund and the interest is to be paid annually to the superintendent for distribution according to the terms of

Gov. Odell in Albany.

ALBANY, Oct. 1 .- Gov. Odell went to the Executive Chamber on his return from New York this afternoon. He will stay here to-morrow, but expects to attend the Orange county horse show at Goshen on Saturday.

Keresene to Help His Store Burn. While Abraham Schwartz was attending ynagogue on Wednesday night, fire was discovered in his tobacco and fancy goods store at 10 Union avenue, Williamsburg. The firemen found the furniture and floor saturated with kerosene. When Schwartz returned he was arrested. His place was insured for \$500. In court yesterday he was held in \$500 bail on a charge of arson.

SLUMP IN SEABOARD STOCKS. U. S. STEEL BONDS DISTRIBUTED. TRUST COMPANY MERGER OFF. Both Common and Preferred Drop in the Curb Trading.

Scaboard Air Line stocks broke heavily in the ourb market yesterday, the preferred selling down to 27 and the common to 15, s compared with 32% and 18%, Wednesday's closing prices.

There were rumors of the closing out of loan in which Baltimore interests were concerned. When it was reported that the negotiations for a transfer of the control of the seaboard to the Rock Island had been

of the seaboard to the Rock Island had been shelved it was intimated that the state of the money market was the cause.

Ladenburg, Thalmann & Co. have been understood to be acting as the financial representatives in this city of the Seaboard Air Line. It was said at the office of that firm yesterday that they had no statement to make regarding Seaboard affairs.

GRAMPS TO REORGANIZE. Report That Henry S. Grove Will Be the

A plan for reorganizing the management of the William Cramp and Sons Ship and Engine Building Company of Philadelphia has virtually been decided upon. In Philadelphia advices, Charles H. Cramp, president of the company, was quoted as saying that he has had in contemplation for some years the advisability of amplifying the management by increasing the personnel. He desires to be relieved of some of his duties, but says that both he and his son will continue to devote their energies to the welfare of the corporation. The Philadelphia advices also stated that it was reported there that Henry S. Grove, chairman of the executive committee, has been elected president of the company.

GOSSIP OF WALL STREET.

The market opened irregularly, but a tour of the trading posts revealed an excess of buying orders, as was the case on Wednesday. Pennsylvania and New York Centra were again under fire by the bears. The crowd around the Pennsylvania post was large and the trading was heavy. It was noticed that the selling came largely from brokers who have been in the past more or less connected with the operations of the skilful manipulators who seemed to have charge of Wednesday's bear drives. Sales in the first hour were 224,000 shares

Pearl & Co. sold 5.000 Pennsylvania in the early trading and put out 8,000 shares before noon. Van Emburgh & Atterbury sold 3,000 and Halle & Stieglitz 4,000. E. & C. Randolph, J. H. Davis and A. O. Brown also sold. Oliver sold Pennsylvania and offered stocks around the room De Witt & Co. bought 7,000 Pennsylvania, and other buying same from traders who sold on Wednesday. Sidney Schuyler helped to sell it down.

Harris, Gates & Co. sold Louisville and Nashville. The room recalled the time when the same house was buying it.

The heavy selling of Steel 5s by E. & C. Randolph and Oliver attracted attention. The former house sold \$1,000,000 of the bonds and Oliver put out \$700,000 of them. The selling was thought to represent cleaning up by one or two members of the Steel conversion syndicate who had decided not to participate in the extension. They were well taken.

In the second hour of trading brokers reported an almost entire absence of selling pressure, and prices, reflecting this situation, began to move up. There was some good buying in the room and by noon floor members were telling their houses that the market seemed more natural than it had for weeks. Pennsylvania, Union Pacific, Copper, Erie and St. Paul had scored net advances of a

Hollins & Co. were good buyers, taking 5,000 Erie and 1,500 Union Pacific. Housman bought Steel freely and Reading as usual.

The strength of Erie was a feature of the trading. The entrance of Mr. Harriman into the directorate was taken to mean that there was complete unanimity among the important railroad interests, and the floor now looks to Erie to repeat the record made by the new Baltimore and Ohio under practically the same guidance. The stock was bought freely in big blocks. Besides the Hollins buying Housman, Ulman Bros., Wardwell & Adams, McIntyre & Marshall and J. F. Martin took thousand share lots.

The floor is decidedly sceptical of the bullish interviews given out at various places by a leading member of a big Western house. It has been noticed that the floor member of this house sells stocks freely after each

The afternoon market found many traders working on the bull side. It was reported that one of the big houses, which has been particularly bearish for a long time, changed its attitude on Wednesday. It bought freely yesterday. The heavy buying of Erie, which had been noticeable in the morning session. continued up to the close. W. B. Mack bought 2,500 shares of Erie over 27. There was good buying of St. Paul, which the floor thought was for the dividend. The stock sells ex-dividend on Monday.

The head of a prominent house said: "I looks to me as if the floating supply of stocks was small and if that 'great impending disaster' doesn't come out of the woods soon the bears will have to go into them."

It was the opinion of the floor that the announcement of the Steel Corporation to its employees regarding the redemption of their Steel preferred was a helpful factor. The announcement inspired confidence. The Steel issues held well during the day. The heavy selling of the bonds was accompanied by comparatively small declines. The balance of trading in the shares was buying. Content was a heavy buyer of the preferred, and one lot of 5,000 shares was sought at 621/4.

H. P. Frothingham, the money man, called attention to the fact that yesterday was the first day of October and that call money was at an average of 3 per cent. On the same day last year it was 18 per cent., and he couldn't remember when it was as low as yesterday. Commercial money was lending at 6 per cent. and was easily obtainable.

The tape brought out a curious string of Erle first preferred, thus: 64%, 64%, 65, 653 and 65%. After a sale of a fractional lot of Reading first preferred at 74, Wednesday's price, a lot of 100 shares came out at 77.

In the loan crowd last night there was less demand for stocks than on Wednesday night. Pennsylvania and New York Central were most in request. In the morning there was a big demand for Pennsylvania. It was said that one house loaned over 6,000 shares of various stocks. The small demand scribed in part to the buying by shorts during the day. The Western houses have ot covered their short sales, and are mostly on the short side of the market as yet.

J. J. Manning was one of the biggest buyers around the room yesterday. He is said to have taken 20,000 shares in all in the morning. The floor thought it looked like the covering of short contracts.

Traders forgot yesterday that they had worried the day before lest the Bank of Eng-land should raise its rate to 5 per cent. The rate is still 4 per cent.

Max Hessberg was elected a member of the Stock Exchange yesterday. He is a member of the firm of Knauth, Nachod & Kuhne.

The London trading was estimated a 20,000 shares, 10,000 of which were sold on balance. The arbitrage houses bought early, but as the London market followed our fluctuations slowly they sold on the advance.

After the close last night brokers charac terized the afternoon market as "well behaved." They considered as good signs the holding up of prices when trading lightened near the end and the absence of effort to jump prices up just at the close. Old traders said conditions like the present had some-

More Than \$5,000,000 Cash Paid In-Er

ion Agreed To by Most Membe A distribution of between \$35,000,000 and \$40,000,000 of the 5 per cent. sinking fund bonds of the United States Steel Corporation was made yesterday to the members of the syndicate which guaranteed that under the plan for the conversion of \$200,-000,000 of the corporation's 7 per cent preferred stock into bonds and the sale of \$50,000.000 additional bonds for cash \$100,-090,000 of bonds would be issued. The distribution of the bonds made things busy around the office of J. P. Morgan & Co., the syndicate managers.

Yesterday was the date originally fixed for the expiration of the syndicate, but t was recently extended by general consent until July 1, 1904. It is understood that there were some withdrawals, but a leading representative of the Steel Corporation said yesterday that these withdrawals had been in small proportion. The syndicate guaranteed that it would furnish, if need be, \$80,000,000 of preferred stock for conversion into bonds and in addition would take \$20,000,000 of the bonds for cash. It has been reported that the stockholders of the corporation turned in for conversion about \$43,500,000 of preferred stock, which left it to the syndicate to convert \$36,500,000 of preferred stock into bonds and to take for cash \$20,000,000 more bonds in order to keep its \$100,000,000 guarantee.

The first installment of 25 per cent. from the members remaining in the syndicate on their guarantee to take for cash \$20,000,000 of the bonds was paid to the syndicate leading representative of the Steel Corpora-

of the bonds was paid to the syndicate managers yesterday to be turned over to the Steel Corporation. The members withdrawing, of course, paid in full, so that something more than \$5,000,000 was paid to the managers on this account.

TERRE HAUTE'S COAL DEALINGS Increased the Railroad's Earnings, Which

Went Up \$268,655 Last Year. The annual report of the Evansville and Terre Haute Railroad Company, issued yesterday, shows an increase in gross earnings of 18.48 per cent. The income account in detail will be found elsewhere. Of the increase of \$268,655 in gross carnings, freight contributed \$171,812 and passenger traffic \$48,361. Operating expenses ncreased \$146,174 and not earnings increased \$122,481. The balance for the year, after fixed charges are paid, increased \$108,264, while the deficit on account of the Evans-

ville and Indianapolis Railroad showed a decrease of \$29,964. The surplus for the decrease of \$29,964. The surplus for the fiscal year, amounting to \$402,259, increased \$327,607 over the previous year.

As the purchase of the Evansville and Terre Haute by the St. Louis and San Francisco company was made after the fiscal year closed it is not referred to in the report. President B. F. Yoakum, in commenting on the year's operations, says:

The increase in earnings is due to the additional equipment purchased and to the rapid development of new coal fields in Sullirapid development of new coal fields in Sulivan county, where several mines have been located during the year. To accommodate these mines it has been necessary to purchase 1,050 coal cars and to construct fifteen miles of track. The bonded indebtedness and capital stock of the company remain unchanged. Equipment has been fully maintained. There has been expended during the past year for new equipments \$833,377. There are under construction 500 coal cars, five freight locomotives and three passenger coaches, aggregating about \$466,000.

UNION OF GOULD ROADS.

Plans for Their Consolidation Do Not Call for Increases of Stock.

The following statement was made yes terday by a prominent officer of the Gould roads, bearing upon the plans for a consolidation of all the Gould lines west of Pittsburg and St. Louis:

"Plans for merging the various roads owned and operated by the Gould interests have been maturing for some time, espe-cially those in the Middle West, and the plans are now gradually being perfected. As soon as such details are completed they will be submitted to the stockholders. Until that time we hardly expect to make our arrangements public.

"In regard to any intention to increase

capital liabilities, it can be said that bonds will be issued for the new property taken over. There will be no increase in stock and no increase whatever in capital liabilities represented only by water."

CURTAILING PIG IRON OUTPUT. Southern Manufacturers to Meet and Discass the Question To-day.

The Southern pig iron manufacturers will meet at Birmingham, Ala., to-day to consider the question of a curtailment of output. The furnace men of eastern Pennsvivania and New Jersey have already decided on such a move, and the iron manufacturers in the Pittsburg district are ex-

pected to follow their lead.

Members of the Southern Pig Iron Association will also hold a meeting at Birmingham to-day with the representatives of the Southern roads to renew their attempt to secure a 50 cents a ton reduction in freight rates. If this reduction is granted it is ex-pected that the accumulated pig iron sur-plus of the South will speedily be removed.

JAMES J. HILL OPTIMISTIC.

President of the Great Northern on Crop Conditions in the West.

James J. Hill, president of the Great Northern Railway Company, is now in this city, having come primarily to attend the first directors' meeting, following the annual stockholders' meeting, which is to

"The agricultural situation in the West is very satisfactory," said Mr. Hill yesterday. "The corn crop is very good. In fact, from the monetary standpoint, it will be much better than if we had an overwhelming corn crop, for the reason that the price will be maintained."

\$420,426,535 National Bank Notes in Circulation.

WASHINGTON, Oct. 1 .- The amount of national bank notes in circulation at the end of September, as shown by the monthly statement issued by the Comptroller of the Currency to-day, was \$420,426,535. This is an increase of \$53,432,937 for the last year, and of \$1,839,560 for the last month. The amount of circulation based on United States bonds on Sept. 30 was \$379,515,824, an increase for the year of \$55,672,680, and a decrease for the month of \$560,498. The a decrease for the month of \$500,300. The amount of circulation secured by lawful money was \$40,910,711, a decrease for the year of \$2,239,743, and an increase for the month of \$2,399,056. The amount of registered bonds on deposit to secure circulating notes was \$381,484,830, and to secure public deposits, \$164,214,872.

Bankruptcy Petition Against Mason & Hamlin.

BOSTON, Oct. 1 .- An involuntary petition in bankruptcy was filed in the United States District Court to-day against the Mason & Hamlin Company, manufacturers Mason & Hamlin Company, manufacturers of pianos and organs. The petitioning creditors are the O. S. Kelly Company of Springfield, Ohio, George H. Faxon Company of Everett and Williams & Paige of Boston. The Mason & Hamlin Company made an assignment for the benefit of its creditors a few months ago. An effort is being made to secure financial aid so that it may continue in business.

Coinage at the Mints.

WASHINGTON, Oct. 1 .- The total donestic coinage executed by the mints of the United States in September was \$2,626.-371.25. Of this amount \$845,692.50 was gold, including twenty-seven \$2.50 pieces, which are not frequently coined, and \$1,807,468.75 was in silver and \$173,210 was The total September coinage for the Philippines was 2,007,859 pieces, of which 2,004,566 were pesos.

Man Beat the North American-True

Company of America Deal. It was learned yesterday that the pro-posal for a consolidation of the North Ameri-can Trust Company and the Trust Company of America had been definitely abandoned. An officer of the former, when questione about the deal, said:

"It's all off." The deal fell through because a man prominent in one of the trust companies thought that he was not being properly taken care of in the plans for the combination. The executive committees of both companies had approved the plan, but this man's influence was strong enough to beat it. The failure of the combination had nething to do with the general financial situ-

Ex-Comptroller Ashbel P. Fitch is the president of the Trust Company of America and Oakleigh Thorne of the North American Trust Company.

NEW BOXBOARD SELLING CO. Independent Concerns and the United Agree on Its Formation.

Representatives of the independent boxpoard manufacturing companies and of the United Boxboard and Paper Company met at the latter's office yesterday and decided to organize a selling company with a capital of \$200,000, to be known as the Boxboard Products Company. The new company, it is understood, will be in-corporated under the laws of New York

very shortly.

Each of the companies joining in the selling agreement is expected to take a certain amount of stock in the new concern, and a committee was appointed yesterday to decide on the allotments. Otis C. Bar-ber, president of the Diamond Match Company, will be president of the new com-

273 POINTS OFF SPOT COTTON. Price Fell \$13.75 a Hale When September Deal Was Over.

A readjustment took place yesterday in the price of spot cotton in the local market from the manipulated high price of 13 cents, which was the quotation to which spot cotton was advanced by the bull clique spot cotton was advanced by the built clique in its closing operations directed against the short interest in September contracts. The price of spot was cut yesterday 275 points, or 2% cents a pound, to the basis of 10% cents for middling uplands.

The decline of 275 points was equivalent a reduction.

to \$13.75 a bale and represented a reduction over night in the value of the total local stocks of cotton amounting to 103,000 bales, of \$1,416,250. No such sudden change in the value of local cotton stocks has ever before occurred in the trade history.

RESIGNS AS FRISCO'S COUNSEL. E. C. Henderson Out-Meeting of the Rock Island Directors Put Off.

E. C. Henderson, of the law firm of Guthrie, Cravath & Henderson, has resigned as general counsel of the St. Louis and San as general counsel of the Mt. Louis and San Francisco Railroad. Mr. Henderson was one of the directors dropped from the Frisco board in order to admit the new Rock Island interests.

The meeting of the board of directors of the Rock Island Company of New Jersey which was scheduled for yesterday to act on the preferred stock dividend, was adjourned until Monday because of the lack of a quorum.

a quorum. FINANCIAL NOTES.

The exports of copper from this country in September were 11,879 tons, compared with 10,638 tons in August and 13,183 tons in September, 1902. September, 1902.

George M. Cumming, formerly first vice-president of the Eric Railroad, has been elected vice-president of the United States Mortgage and Trust Company.

Arbuckle Bros. have advanced their price for package coffee half a cent a pound to 9 cents net. The advance reflects the recent increase in the price of green coffee.

There has already been deposited at the United States Sub-Treasury \$500,000 for the retirement of national bank circulation, and it is expected that the limit of \$3,000,000 for October will be reached next week. The consolidation of the Western National Bank with the National Bank of Commerc

Bank with the National Bank of Commerce becomes effective on Monday morning next, by which time the Western Bank will have moved its effects to the Bank of Commerce rooms at Nassau and Cedar streets. On the following day the officers and directors of the consolidated banks will be elected. The new board will be an amalgamation of the old ones and will have forty-eight members.

DAILY TREASURY STATEMENT. WASHINGTON, Oct. 1.—The cash statement of the receipts and expenditures of the Treasury \$144,901,823 139,453,697 Deficit \$142,250 \$142,250 Sur. \$5,448,125
The receipts from customs to-day were \$800,979;
from internal revenue, \$534,140; miscellaneous, \$132,020. National bank notes received for redemption, \$224,260.

The cash statement of the United States Treasurer for Oct. 1 shows: RESERVE PUND. Held against notes and certificates issued \$902,700,869 | Held against notes and certificates Issued \$902,700,869
| GENERAL FUND. | \$84,823,847
| Gold certificates | 26,300,210
| Standard silver dollars | 15,212,497
| Silver certificates | 6,192,784
| Silver buillon | 1,546,131
| United States notes | 10,302,247
| Treasury notes of 1890 | 192,792
| National bank notes | 15,520,837
| Subsidiary silver and minor coin | 8,384,993 Total \$168,016,338 In national banks 165,387,652 Awaiting reimbursement 1,116,970

PUBLIC DEBT STATEMENT.

WASHINGTON, Oct. 1.—The public debt statement issued to-day by the Tressury Department shows that in the month of September the debt of the United States decreased 36,171,811. \$912,589,440 1,197,060 \$98,433,239 \$1,307,169,729 The cash in the Treasury is made up of the foi-lowing items: RESERVE FUND. Gold coin and builton \$150,000,000 TRUST PUND.

Trust fund, to redeem outstanding certificates GENERAL PUND. General PUND.

Gold coin, bullion and certificates........

Silver dollars bullion and certificates.... U. S. notes. \$1,387,221,829

Leaving an aveliable cash balance of Court Calendars This Day. Appellate Division—Supreme Court.—Recess.
Supreme Court.—Special Term. Part I.—Motion
Calendar called at 10:30 A. M. Part II.—Ex parte

matters.
Surrogates Court—Chambers—Motioni—Calendar called at 10:20 A. M. For probate—Wills of Katharina Kries, Emma A. Molermott, Sigmind Lenner, Mary Mulligan, Martha C. Jones, Lorenzo S. Woodhouse, Emily E. Thompson, Benjamin B. Foster, Jane M. Coffin, at 10:20 A. M. Henry H. Tyson, Douglas Shannon, Albert Kutner, Emma Lang, Claus H. Sturcke, at 2 P. M.
City Court—Special Term.—Court opens at 10 A. M. Motions.

EXCURSIONS.

WEST POINT, NEWBURGH POUCHKEEPSIE.

UP THE PICTURESQUE HUDSON
Grand Daily Outings (except Sunday)
By Palace Iros Day Line Steamers.
"NEW YORK" and "ALBANY."
From Brooklyn, Fulton St. (by Annex)... 8:40 A.M.
"New York, Desbrosses St. Pier... 8:40 "
"West 22d St. Pier... 9:00 "
"West 129th St. Pier... 9:20 "
Returning, due in New York, 5:30 P. M.
Special tours New York to Beston, via
Albany, Oct. 2 and 6. 65 Round Trip.

MORNING AND APTERNOON CONCERTS.
AFTERNOON BOAT, STR. MARY POWELL.

OCEAN STEAMERS.

OLD POINT COMFORT

is a most attractive Autumn trip

EXPRESS STEAMSHIPS of the

Dominion Line leave Pier 26, North River, foot of Beach St., New York, every week-day at 3 p. m., arriving at Old Point following morning. Steamer for Washington leaves same evening.

Through tickets returning from Washington by rail or water. Telephone, 1580 Franklin.

OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va. connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier 28, N. R. foot Beach at, every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.



"The short of it." Many people think and say "Cook" only has Tours. If you do you're wrong. "The long of it." Cook sells every ticket travellers use, and many of them can't be got elsewhere. They're always the cheapest, and, of course, the best. We have no 'seconds.'

THOS. COOK & SON, 261 and 1185 Broadway, New 849 Madison Ave., cor. 60th St., York.

Hamburg-American.
For PLYMOUTH-CHERBOURG-HAMBURG. Twin-Screw Express and Passenger Service

THE GREAT OCEAN FLYER. S. S. Deutschland. Record Voyage, 5 Days 7 Hrs. 38 Min. SAILS OCT. 13 AND NOV. 12.

Pennsylv'a Oct. 3, 3 PM Bluecher . Oct. 15,10 AM F. Bismarck Oct. 8, 10 AM Phænicia . Oct. 17, 2 PM Patricia . . . Oct. 10, 7 AM A Victoria Oct. 21, 0 AM Deutschij d.Oct. 13, 10 AM Pretoria . . Oct. 24, 8 AM THE Mediterranean NEW YORK-NAPLES-GENOA. By superb Twin-Screw Steamers.

HAMBURG-AMERICAN LINE. Offices, 35 & 37 Broadway. Piers, Hoboken, N. J. NORTH GERMAN LLOYD S. S. CO.

FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN. Kronprinz. Oct. 6, 4 PM | Kalser... Oct. 27, 10 A M Kalserin... Oct. 10, 1000 | Kronprinz. Nov. 3, 3 P M K. Wm. 11. Oct. 20, 3 PM | K. Wm. 11, Nov. 17, 2 P M OELRICHS & CO. 5 BROADWAY, N. Y.

JAPAN-CHINA Hawaii and Philippine Islands. PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
TOYO KISEN KAISHA. Between San Francisco, Honolulu, Yokohama Kobe, Nagasaki, Shanghai and Hong Kong. Steamers leave San Francisco at 1 A. M.

For freight, passenger and general information apply at 349 Broadway or 1 Broadway, Washington Eldg., and 287 Broadway, N. Y. City AMERICAN LINE NEW YORK-SOUTHAMPTON-LONDON. New York...Oct. 7, 10 A.M. | St. Louis, Oct. 21, 10 A.M. Phila....Oct. 14, 10 A.M. | New York, Oct. 28, 10 A.M.

RED STAR LINE NEW YORK-ANTWERP-PARIS Zeeland. Oct. 8, 10 A. M. Vaderland, Oct. 17, 10A. M. Finland. Oct. 10, 10 A. M. Kroonland, Oct. 24, 10AM. Piers 14 and 15 N. R. Office, 73 Broadway, N. Y.

CANADIAN PACIFIC RAILWAY. Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands. Emp. of India... Oct. 5 | Emp. of China... Nov. 30 Emp. of Japan... Nov. 2 | R.M.S. Athenian... Dec. 14 R. M. S. Tartar... Nov. 16 | Emp. of India.... Dec. 28 Hawaiian, Fiji Islands, Australia and New Zealand.

CUNARD LINE. TO LIVERPOOL VIA Queenstown. Lucania. Oct. 8, 2 P. M. | Umbria. Oct. 24, 8 A. M. | Lucania... Oct. 10, 8 A. M. | Lucania... Oct. 31, noon. Campania. Oct. 17, 2 P. M. | Etruria... Nov. 7, 7 A. M. MEDITERRANEAN SERVICE. Aurania...Oct. 20, 1903; Carpathia...Nov. 24, 1903 Carrying only 2d cabin and third class passenge is, From Piers 51-52, North River. VERNON H. BROWN & CO., Gen. Agus., 29 B'way. ANCHOR LINE, Glasgow and Londonderry, Ethiopia...Oct. 3, noon | Columbia...Oct. 17, 3 PM Anchoria...Oct. 10, noon | Furnessia...Oct. 24, noon

Pirst saloon, \$50 to \$100.
Second cabin. \$35 and up; third class, \$26 and up, For new illustrated book of Tours apply to HENDERSON BROTHERS 17 and 19 B'way, N. Y. WHITE STAR LINE. NEW YORK-QUEENSTOWN-LIVERPOOL Arabic, Oct. 2, 2:30 P. M. | Cedric Oct. 9, 7 A.M. Germanic ... Oct. 7, noon | Armenian Oct. 13, 10 A.M.

Pier 48, North River; Office, 9 Broadway, New York.

ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT. Minnehaha. Oct. 3, 3 P.M. | Min'tonkaoct. 17,1:20P. M. Mesaba... Oct. 10, 9 A.M. | Min'apolis, Oct. 24, 8 A.M. Only first class passengers carried.
FOR RATES, ETC., APPLY TO 1 BROADWAY. EXCURSIONS.

Boston Autumnal Tours VIA ALBANY \$5.00.

HUDSON RIVER DAY LINE PEOPLE'S EVENING LINE. ON FRIDAY, OCTOBER 2D, AND TUESDAY, OCTOBER OTH. Albany to Boston through the Berkshires, via Boston & Maine R. R., Oct. 2d tour, or Boston & Albany R. R., Oct. 6th tour. RVER, MOUNTAINS, CITIES, SOUND. 225 MILES BY STEAMER, 256 MILES BY RAIL.

ALL FOR \$5.00. Entire excursion for less than 15 regular rate.

TICKETS 6:00B FOR 5 DAYS.

Hudson Valley, famous Hoosse Tunnel route
of the regal Berkshires in their Autumnal glories
to Bostou and back by Providence Line Sound
steamers, 35. See Hudson River Day Line and
People's Evening Line Advts.

RAHIROAD. STATIONS FOOT OF WEST TWENTY-THIRD STREET, AND DESEROSSES AND CORT-LANDT STREETS.

LANDT STREETS.

Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where etherwise noted.

7.55 A. M.—FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville. Johns Cars. For Chicago, Indianapolis and Louisville.

3.55 A. M. ST. LOUIS LIMITED.—Pullman Sieeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.

19.25 A. M. PENNSYLVANIA LIMITED.—Pullman Sieeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cieveland, Toledo and Detroit.

1.55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville). Indianapolis, Chicago, St. Louis. Dining Car. vulle). Indianapolis, Chicago, St. Louis. Dining Car.
455 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.
535 P. M. ST. LOUIS EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).
535 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.
735 P. M. PACIFIC EXPRESS.—For Pittsburg, and Chicago. For Knoxville daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.
5:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis and St. Louis.
WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH. WASHINGTON AND THE SOUTH.

7:55, 8:25, 9:25 (Dining Car), 10:10 (Desbrosses and Cortlandt streets, 10:20), (Dining Car), 10:55 (Dining Car) a. m., 12:55 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20), 3:25 (Congressional Limited" all Parlor and Dining Cars), 3:26 (Dining Car), 4:26 (Dining Car), 4:26 (Dining Car), 4:26 (Dining Car), 10:35 (Dining Car) a. m., 12:35 (Dining Car), 10:35 (Dining Car) a. m., 12:35 (Dining Car), 3:26 (Dining Car), 4:25 (Dining Car), 4:26 (Dining Car), 4:25 (Dining Car), 4:26 (Dini SOUTHERN RAILWAY.—Express, 4:25 p. m., 12:10 night daily.
ATLANTIO COAST LINE.—Express, 9:25 a. m. and 9:25 p. m., daily.
SEABOARD AIR LINE RAILWAY.—Express 12:35 p. m. and 12:10 night, daily.
NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m., daily.
CHESAPEAKE AND OHIO RAILWAY.—7:35 a. m., week days and 4:25 p. m. daily. CHENAPEAKE AND ONIO RAILWAY.—7:35 a. m., week days, and 4:55 p. m., daily.
FOR OLD POINT COMFORT AND NORFOLK.—
7:55 a. m., week days, and 8:55 p. m., daily.
ATLANTIC CITY—9:55 a. m. and 2:35 p. m., week days. Sundays, 7:55 a. m. Through Vestibuled Trains, Buffet Parior Cars and Standard Coaches on week days. Parior Smoking Car, Parior Cars, Dining Car and Standard Coaches on Sundays.

Cars, Dining Car and Standard Coscines on Social days.

CAPE MAY.—12:35 p. m., week days.

For points on New York and Long Branch Railroad (from West, Twenty-third Street Station), 8:55 a. m., 12:10, 2:25, 8:25, 4:10, 4:55 and 6:55 p. m., week days. Sundays, 9:25 a. m., 4:35 p. m. (from Desbrosses and Cortlandt Streets), 9:00 a. m., 12:20, 2:30, 3:40, 4:20, 5:10 and 7:00 p. m., week days. Sundays 9:48 a. m., 5:00 n. m. days, 9:45 a. m., 5:00 p. m. FOR PHILADELPHIA.

Sundaya, 9:45 a. m., 5:00 p. m.

6:05, 7:25, 7:55, 7:55 (Dining Car), 8:25, 8:25, 9:25 (Dining Car), 6:25 St. Louis Limited), 10:10 (Desbrosses and Cortlandt Streets, 10:20) (Dining Car), 10:25 (Penna. Limited), 10:55 (Dining Car), 11:35 a. m., 12:35 (Dining Car), 4:55 (Dining Car), 6:55, 7:55, 8:25, 8:35, 9:25 m., 12:10 night, week days. Sundays, 6:05, 7:35 (Dining Car), 8:25, 9:26 (Dining Car), 5:55 (Si. Louis Limited), 9:55, 10:35 (Dining Car), 1:35 (Dining Car), a. m., 12:56 (Dining Car), 1:35 (Dining Car), 2:36 (Dining Car), 5:35 (Dining Car), 7:35 (Dining Car), 7 Manager. Pass'r Tramo Manager.
GEO. W. BOYD,
General Passenger Agent.
9-8-1908.

New York and Boston All Rail N. Y., N. H. & H. R. R. and connections.

From Grand Central Station.

Leave.

\$3:00 A.M., Hartford and Willimantic, 2:00 P.M.

\$0:04 A.M., Springfield and Worcester, 8:20 P.M.

\$10:20 A.M., New London and Providence, 4:50 P.M.

\$10:20 A.M., New London and Providence, 4:50 P.M.

\$10:20 P.M., Springfield and Worcester, 5:00 P.M.

\$10:20 P.M., Springfield and Worcester, 10:00 P.M.

\$10:20 P.M., Springfield and Worcester, 10:00 P.M.

\$10:20 P.M., New London and Providence, 9:27 A.M.

\$10:20 P.M., New London and Providence, 8:27 A.M.

\$10:20 P.M., New London and Providence, 8:20 P.M.

\$10:20 P.M., New London and Providence, 8:27 A.M.

\$10:20 P.M., New London and Providence, 8:20 P.M.

\$10:20 P.M., New Lond From Grand Central Station.

Lackawanna Railroad. Leave New York, foot Barclay and Christopher Sta.

18:00 A. M.—For Binghamton and Syracuse.

10:00 A. M.—For Buffalo, Chicago and St. Louia.

11:40 P. M.—For Buffalo and Chicago.

14:00 P. M.—For Scranton and Plymouth.

16:10 P. M.—For Buffalo and Chicago.

18:45 P. M.—Utica, Oswego, Ithaca, Buffalo.

2:00 A. M.—For Chicago—Sleepers open 9 P. M.

Tickets at 167, 429, 1183 Brondway, N. Y.: 338

Fulton st., Brooklyn. Pally, †Except Sunday.

STEAMER MARY POWELL Leaving Desbrosses St. at 3:15 P. M., W. 22d St. 3:30 P. M. For Highland Falls, Cornwall, Newburgh, New Hamburg, Milton, Poughkeepsie, Rondout and Kingston. Famous Mary Powell Orchestra. LAST TRIP OCT. 2D.

BOSTON AND POINTS IN NEW ENGLAND FALL RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern points. Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19, N. R., foot Warren St., week daya and Sundays at 5:30 P. M. PROVIDENCE LINE for Providence, Boston, North and East. Steamers PILGRIM and CONNECTICUT. Orchestra on each. Leave Pier 18, N. R., foot Murray St., week days only at 6 P. M. STONINGTON LINE for Stonington, Boston and East. Strs. MAINE and NEW HAMPSHIRE LVE Pier 40, N. R., ft. Clarkson St., week days only at 6 P. M. NORWICH LINE for New London, Norwich, Worcesier, Boston, North and East. Strs. CITY OF LOWELL and CITY OF WORCESTER. Lve Pier 40, N. R., ft. Clarkson St., week days only at 3:30 P. M. Pier 40, N. R., ft. Clarkson St., week days only at 5:30 P. M.
NEW HAVEN LINE for New Haven, Hartford, Springfield and the North. Lve Pier 40, N. R., ft. Clarkson St., week days only at 4 P. M. Str. RICH-ARD PECK.

JOY ONLY \$2.00
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Fast and elegant steamers leave
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Phone: 800 Orchard.

PEOPLES LINE FOR ALBANY.

ADIRONDACK OR DEAN RICHMOND leaves Pier 33, N. R., foot Canal St., at 6 P. M. wee days, connecting with trains (Sunday included) points North, East and West. Excursion, \$2.50. MAINE STEAMSHIP CO.

Direct Line of Fast Modern Passenger Steamers FOR PORTLAND, MAINE. Sailing Tuesdays, Thursdays and Saturdays at 5 P. M. Office 290 Broadway. Telephone 1200 Orchard. HARTFORD LINE from Pier 83 (New), East River, daily, except Sun-day, at 5 P. M., for Connecticut River Landings, con-necting for Springheid, Holyoke, Northfield and all New England points. Send for illustrated folder

TROY LINE "SARATOGA" or "CITY OF TROY" leaves West 10th St., Pler daily, 6 P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany. Catskill, Budson and Coxsackie.

Boats every week day at Sis P. M. from Pier 43, North River.

& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS.

Trains arrive and depart from Grand Central Station, 42d Street, New York, as below:
North and west bound trains, except those leaving Grand Central Station at 8:30, 11:30 A. M., 2:43, 3:30, 9:15, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station. Central Station.

All southbound trains except the "20th Century" and the "Empire State Express" and Nos. 36 and 66 will stop at 125th st. ten minutes before their arriving time at Grand Central Station.

12.10

A. M.—(MIDNIGHT EXPRESS.—Due Albany 5:55 A. M. Troy 6:40 A. M.

7.50

TREAL SPECIAL.

7.54

A. M.—'SYRAGUSE LOCAL.—Stops at all important station. A. M.—SYRACUSIAN all important stations.

A. M.—1EMPIRE STATE EXPRESS.—

A. M.—1EMPIRE STATE EXPRESS.—

Due to the state of the world. Due A. M.—'SYRACUSE LOCAL—Stops at all important stations.

A. M.—!EMPIRE STATE EXPRESS.—
Most famous train in the world. Due Buffalo 4:45, Niagara Falls 5:31 P. M.

A. M.—'FAST MAIL.—24 hours to Chicago. Due Buffalo 7:10, Niagara Falls 8:07.

A. M.—'FAST MAIL.—25 hours to Chicago. Due Buffalo 1:15 A. M.

A. M.—'TAY EXPRESS.—Makes local stops. Due Buffalo 1:15 A. M.

P. M.—'BUFFALO LIMITED.—Due Buffalo 1:10 P. M., Niagara Falls 11:35 P. M.

P. M.—'SUUTHWESTERN LIMITED.—Due Chicinnati 10:30, Indianapolis 1:30

A. M. St. Louis 6:45 P. M. next day.

P. M.—'SUUTHWESTERN LIMITED.—20
Due Cincinnati 10:30, Indianapolis 1:30

A. M. St. Louis 6:45 P. M. next day.

P. M.—'THE 20th CENTURY LIMITED.—20
hour train to Chicago via Lake Shore.
Electric lights and fams.

P. M.—'ALBANY AND TROY EXPRESS.—Local stops.

P. M.—'ALBANY AND TROY EXPRESS.—Local stops.

P. M.—'ALBANY AND TROY EXPRESS.—Local stops.

P. M.—'LAKE SHORE LIMITED.—23:4

hour train to Chicago. All Pullman cars.

Due Cleveland 7:05 A. M., Cincinnati 1:30, Indianapolis 3:10, Chicago 4:00, St. Louis 9:45 P. M. next day.

P. M.—"WESTERN EXPRESS.—26 hours to Chicago via both L. S. and M. C.

P. M.—"MONTREAL EXPRESS.—Via D.

& H. or Rulland. 8.30 11.30 2.45 3.30 3.40 4.00 P. M.—"MONTREAL EXPRESS.—VIS D.
& H. or RUULAND.
P. M.—"ADIRONDACK AND MONTREAL.
P. M.—"BUFFALO AND TORONTO
SPECIAL.
P. M.—"SPECIAL MAIL LIMITED.—
Sleeping car only for Rochester.
P. M.—SOUTHWESTERN SPECIAL.
P. M.—"PACIFIC EXPRESS.—Chicago 34
hours by Michigan Ceptral, 33 hours by
Lake Shore. 8.00 9.20 9.30

Except Sunday. Except Monday. HARLEM DIVISION. 9:08 A. M. and 3:35 P. M. daily, except Sunday, to ittsfield and North Adams; Sundays at 9:30 A. M. Pittsfield and North Adams; Sundaya at 9:30 A. M. Pullman cars on all through trains.

Trains illuminated with Piatsch light.

Ticket offices at 167, 281, 415 and 1216 Broadway,
25 Union Sq. W., 275 Columbus av., 133 West 125th st., Grand Central Station, 125th st. station and 188th street station, New York; 338 and 726 Fulton et., and 106 Broadway, E. D., Brooklyn;

Telephone "900 33th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company. NEW YORK CENTRAL ROUTE

Lake Shore.
P. M.—CHICAGO THEATRE TRAIN.—
Cape Vincent, Ordensburg, Buffalo, De-

11.30

troit Chicago and St. Louis.

BETWEEN NEW YORK, BOSTON AND NEW ENGLAND.

BOSTON AND ALBANY RAILBOAD. BOSTON AND ALBANY RAILROAR,

(New York Central and Hudson River R.R., Lasses,)

Trains leave Grand Central Station, Fourth
avenue and 42d street, New York, as follows;

19:04 A. M., 112:00 noon, "4:00 P. M., 11:00 P. M.,
arrive at Boston 3:00 P. M., 5:40 P. M., 10:00 P. M.,
6:15 A. M.

Leave Hoston 70:00 A. M., †12:00 noon, "4:00 P.M.,
*11:00 P. M., arrive at New York 3:30 P. M., 5:40 P.M.,
10:00 P. M., 6:14 A. M.

Tickots at New York Central ticket offices, 167,
415 and 12:6 Broadway and at Grand Central Station.

A. H. Smith,

George H. Daniels,

Gen'l Pann'r Agent.

WEST SHORE RAILROAD.

READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (time from South Ferry five minutes earlier than shown

South Ferry five minutes cariler than shown below).

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 8:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only) P. M. Sundays, 24:25 A. M., 1:20, 5:30 P. M. WILKES-BARRE AND SCRANTON—24:30, 9:10 A. M., 6:50 P. M. SUNDAYS, 24:25 A. M., 1:20 P. M. LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT—24:00, 8:40 A. M., 1:30 (3:40 Lakewood and Lakehurst only), 4:30 P. M. Sundays, 9:00 A. M.

VINELAND AND BRIDGETON—124:00 A. M., 1:30 P. M.

LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M., 1:20 3:33, 4:45, 5:30, 6:30 (11:50 Asbury Park only) P. M. Sundays, except Ocean Grove, 9:00 A. M., 4:00 P. M.

PMILADELPHIA — READING TERMINAL—4:25, 17:00, 18:00, 9:00, 10:00, 11:00 A. M., 11:200 (10:00, 5:130, 12:00, 18:

BOYAL BLUE LINE: NEW JERSEY CENTRAL R. R., PHILADEL, PHIA AND READING BY, MAN BALTI-MORE AND OHIO R. R. MORE AND OHIO R. E.

Baito.-Washington... 18:25 AM 18:30 AM Buffet
Baito.-Washington... 10:25 AM 10:30 AM Diner
Baito.-Washington... 10:25 AM 10:30 AM Diner
Baito.-Washington... 12:35 PM 10:30 PM Diner
Baito.-Washington... 12:35 PM 10:30 PM Diner
Baito.-Washington... 12:35 PM 10:30 PM Diner
Baito.-Washington... 12:36 PM 10:30 PM Diner
Baito.-Washington... 12:30 nt... 13:31 nt. 33:29per
Baito.-Washington... 12:30 nt... 12:31 nt. 33:29per
Daily. 10 pally, except Sunday. \$Sunday only.
Offices: Liberty St. Ferry, South Ferry, 6 Axv. 25 Union Square West, 155 East 12th St. 27
West 125th St., 245 Columbus Av., New York; 4
Court St., 244, 809 Ptiton St., Brooklyn:300 Broadway, Williamsburg. New York Transfer Co. calls for and checks baggage to destination.

BALTIMORE AND ORIO RAILROA

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PRE REPFALO TRAIS. 7 55 PM 7 5